

0211Z 04 DEC 64

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DIRECTOR

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PRIORITY

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TOR: 0545Z 04 DEC 64

PRIORITY

INFO

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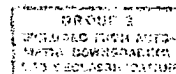
OXCART FLTEST OPS

1. ARTICLE 129 MADE FLIGHT 76 ON 3 DECEMBER 1964, TAKEOFF AT 1200 FOR 2:06, GROSS WEIGHT 100,000 LBS, CG: 20 PERCENT, TAKEOFF DISTANCE 5,500 FEET, 12 KNOT HEADWIND, MAXIMUM SPEED 3.1 MACH, MAXIMUM ALTITUDE 77,000 FEET. TIME OVER 2.0 MACH 28 MINUTES, TIME OVER 2.6 MACH 18 MINUTES, TIME OVER 2.8 MACH 15 MINUTES, TIME OVER 3.0 MACH 15 MINUTES, TIME OVER 50,000 FEET ALTITUDE 32 MINUTES. PURPOSE OF FLIGHT: 1. 400 KEAS CLIMB, FULL FUEL, FULL AB. 2. 450 KEAS CLIMB FULL FUEL, FULL AB.

2. BOTH LEFT AND RIGHT ENGINES WERE TRIMMED TO 814 DEGREES ON RUNWAY BOTH LEFT AND RIGHT ENGINES STALLED REPEATEDLY. DOWN TRIMMING TO 810 DEGREES ELIMINATED STALLING. TAKEOFF FULL AB, CLIMBED AT MILITARY POWER FOR TANKER REFUELING. AFTER SEVERAL CONTACTS (RECEPTACLE WOULD NOT REMAIN LATCHED) 30,000 LBS FUEL TRANSFERRED. CLIMBED AT 400 KEAS TO 3.0 MACH. PILOT NOTED BUZZ AND RIGHT HYDRO FLUCTUATIONS BETWEEN 1.7 MACH AND 3.0 MACH. ACCELERATION TO 3.15 MACH CAUSED RIGHT HYDRO FLUCTUATIONS. PILOT NOTED EJECTOR FLAP VIBRATION

USAF review(s)
completed.

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IN TURNS AT HIGH MACH. AT 3.0 MACH OPENING BOTH AFT BY-PASS DOORS CAUSED INCREASE OF LEFT AND RIGHT EGT'S FROM 800 DEGREES TO 814 DEGREES. DOWN TRIMMED BOTH TO 800 DEGREES.

3. RETURNING TO TANKER THE LEFT ENGINE STALLED AT 2.14 MACH CLEARED AT 2 MACH. JOINED WITH TANKER, THE LEFT THROTTLE STUCK SO ABORTED REFUELING. CLIMB WAS MAINTAINED AT 445-450 KEAS. FORWARD BY-PASS DOORS OPEN INITIALLY WENT CLOSED AT 1.7 MACH. AT 2.0 MACH 450 KEAS THE RIGHT SPIKE BANGED, BUT DID NOT POP SHICK.

4. LANDING NORMAL, CHUTE NORMAL. PILOT NOTED THAT ARTICLE WAS VERY SENSITIVE LONGITUDINALLY AT 450 KEAS.

END OF MESSAGE

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